

WEATHER.
Fair tonight and tomorrow; not much change in temperature; probably light frost tonight.
Temperature for twenty-four hours ended 2 p.m. today: Highest, 58, at 4 p.m. yesterday; lowest, 49, at 8 a.m. today.
Full report on page 10.

Closing New York Stocks, Page 11.

No. 27,569.

WASHINGTON, D. C., SATURDAY, OCTOBER 18, 1919.—TWENTY-FOUR PAGES.

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Yesterday's Net Circulation, 94,125

TWO CENTS.

7-CENT SINGLE CAR FARE, 4 TICKETS FOR QUARTER, ORDERED IN NOVEMBER 1

Public Utilities Commission Announces Increase, to Apply Generally, Following W. R. & E. Co. Application for More Revenue.

TWO-CENT TRANSFERS ABOLISHED BETWEEN LINES OF SAME COMPANY

Cost of Ride Is to Revert to Five Cents on May 1, 1920, Unless Commissioners Otherwise Order—Mr. Gardiner to File Dissenting Opinion—Zone System Defeated.

CHANGES IN FARES ON STREET CAR LINES

Here are the changes in street car rates ordered by the Public Utilities Commission today:

Four tickets for 25 cents on all lines, or 7 cents for a single ride.

No charge for transfers between the lines of the same company, but continuation of the 2-cent charge for inter-company transfers.

New rates effective November 1.

Four tickets for 25 cents, or 7 cents for a single ride, will be the fare on all street car lines in the District beginning November 1.

This was ordered by the Public Utilities Commission today in deciding the recent application of the Washington Railway and Electric Company for more revenue. The commission made the increase applicable also to the Capital Traction Company and the Washington-Virginia Railway Company.

The order abolishes the two-cent charge for transfers between lines of the same company, but continues the two-cent charge for transfers from one company to another.

The order provides that the rate of fare shall automatically go back to 5 cents on May 1, 1920, unless the commission otherwise directs before that time. This means that the new rates will be in effect six months.

Commissioner W. Gwynn Gardiner disagreed with Commissioners Brownlow and Kutz in the establishment of the new rates and announced that he would draw up a dissenting opinion within a few days. Mr. Gardiner's views on what the commission should have done are not known at this time.

The commission's order means defeat of the proposed zone system, under which suburbanites would have had to pay a higher fare than passengers living in the city proper.

The order explains in detail the street car problem as the commission sees it. The text of the order establishing the new rates follows:

Ordered: That the initial rate of fare on the lines of the Washington Railway and Electric Company, the City and Suburban Railway of Washington, the Georgetown Railway Company, the Washington Railway Company, the Washington Interurban Railway Company, the Capital Traction Company, the East Washington Heights Traction Railroad Company and the Washington-Virginia Railway Company shall continue to be the same as at present.

That the several companies in section 4 (a) and (b) above, together with the Washington-Virginia Railway Company, shall continue to issue and receive intercompany transfers at the points of intersection of their respective lines, as required by the commission's order No. 203, dated January 14, 1919, the charge for which transfers shall be at the rate of 2 cents face value. Any such tokens shall be issued and exchanged with each other company.

That each company shall issue its own tickets and sell no tickets issued by any other company, and that tickets after having been once used shall be canceled by the company which issued them. For the purpose of this order, the Washington Railway and Electric Company, the City and Suburban Railway of Washington, the Georgetown Railway Company, the Washington Interurban Railway Company, the Capital Traction Company, the East Washington Heights Traction Railroad Company and the Washington-Virginia Railway Company shall be considered as comprising one system and one form of tickets may be issued and sold by them.

Monthly Adjustments.
That the said companies shall make monthly settlements with each other and shall redeem in money any tickets in excess of the number of tickets exchanged.

That order No. 324, dated March 29, 1919, authorizing a charge of 2 cents for transfers between the lines of the several street railway companies in the District of Columbia, is hereby revoked, and in lieu thereof it is hereby ordered that:

(a) That the Washington Railway and Electric Company, the City and Suburban Railway of Washington, the Georgetown Railway Company, the Washington Interurban Railway Company, the Capital Traction Company, the East Washington Heights Traction Railroad Company and the Washington-Virginia Railway Company shall continue to issue and receive transfers and identification checks between the lines of the several companies mentioned and between the lines of each company as presently issued, but no charge shall be made for such transfers or identification checks.

No Charge for Transfer.
(b) That the Capital Traction Company shall continue to issue and receive transfers and identification checks between the lines of the several companies mentioned and between the lines of each company as presently issued, but no charge shall be made for such transfers or identification checks.

Discussion of Application By Utilities Commission

The Public Utilities Commission's discussion of the application for increased car fares and the street car situation in Washington in general follows:

Petitions for increases in the rates of fare charged by the Washington Railway and Electric Company, the City and Suburban Railway of Washington, the Georgetown Railway Company, the Washington Interurban Railway Company, the Capital Traction Company, the East Washington Heights Traction Railroad Company and the Washington-Virginia Railway Company were filed with this commission on July 9, 1919. While the Washington Railway and Electric Company owns or controls the three other petitioners through stock ownership, and has heretofore appealed to this commission in various matters for itself and its subsidiaries, each company petitions separately and in its own right in the present case.

WARY IS IN SIGHT TOE COLLECTIVE BARGAINING CLASH

Committee of Fifteen Near an Agreement, Which Means a Unanimous Report.

BASIS OF COMPROMISE EMPLOYERS' SUGGESTION

Meets Demand of Employes That They Shall Be Represented by Trained Leaders.

When the committee of fifteen recessed for luncheon shortly after noon today, Chairman Chadbourne said he was confident a declaration on collective bargaining would be agreed upon unanimously. Charles Edward Russell, the officially-designated spokesman for the committee, said the groups were getting closer together.

Bernard M. Baruch, chairman of the public group, conferred for a few minutes with Chairman Chadbourne of the committee after the recess, and then left the Pan-American building in a White House automobile in company with Admiral Grayson, President Wilson's physician.

With public sessions of the President's industrial conference adjourned until Monday, the committee of fifteen met this morning to make what may be a final effort to reach an agreement on the form of the resolution declaring the principle of collective bargaining. As the committee, five members from each conference group, went into session, the difference standing in the way of an agreement were so narrow as to make it seem that a compromise must be reached, or the effort as well abandoned.

Night of Conferences.
The committee members came to the meeting tired, for most of them had spent a greater part of the night conferring with associates in their own groups or with conferees in the other groups.

They were tired, but hopeful, for some real progress had been made. And nothing is more manifest at the end of the second week of the conference, than that the members of all the groups have become impressed with the very real necessity that they bring forth some practical accomplishment. Like the audiences of a poetic parson, many who came to scoff remain to pray.

It now generally is recognized that the collective-bargaining resolution came before the conference prematurely. It was injected to avert the crisis of a vote on the Gompers' resolution providing for arbitration of the street car strike by a committee of the conference, a vote which was certain to result in discomfiture of the labor group and the endangering of bad blood. But having the collective-bargaining resolution before the conference finds itself in the position of the man who had a bear by the tail. It dare not let go. Members of the group insist their position will be untenable unless something is brought to a head, and they are pressing for a vote, either on the collective-bargaining or the Gompers' resolutions.

It seemed at adjournment of the conference last night that the labor group, in its position, was in a hopeless, but the atmosphere had made a fresh start possible this morning.

Two Words Stand in Way.

Up to the present time two little monosyllables have stood in the way of an agreement on the principles of collective bargaining. The labor group insists that workers should be recognized as having the right of collective bargaining through representatives of their own choosing. The employers insist that the right of their employees to organize and bargain collectively should be left to the discretion of the company. Thus "and" stood in the way of agreement. It debarred workers from the benefit of having their representatives chosen by the company, and it debarred the company from the benefit of having its representatives chosen by the company.

Members of the employers' group this morning indicated a possible willingness to modify their position. They suggested that the basis of agreement is that employees should be represented in collective bargaining by representatives actually chosen by the company, but that the company should have the right to select the representatives. This would require that the company should have the right to select the representatives, but that the company should have the right to select the representatives.

Labor Attitude Unannounced.

Members of the labor group who sit as members of the committee of fifteen did not indicate this morning what their position would be on the above proposal for a compromise. The above proposal for a compromise was brought forward either by members from the employer group or by the group representing the public, but the group representing the labor group could not afford it is to be forced to take the defensive. Its strength to take the defensive, it is to be forced to take the defensive. Its strength to take the defensive, it is to be forced to take the defensive.



PEACE COUNCIL ACT STIRS THE SENATE

Provides U. S. Participation in Created Commissions Before Treaty Ratification.

PARIS, October 18.—The supreme council today adopted a resolution that delegates of the great powers may sit on the various commissions created under the German peace treaty and may vote on questions before these commissions, whether or not their governments have ratified the treaty.

If the United States Senate does not object, it is stated to be probable that American delegates will take the places assigned to the United States on such commissions.

Opposition to premature participation of American delegates shall await legislation by Congress is under consideration. The suggestion for a specific reservation on this point, it was said, has come generally from the entire republican membership of the Senate.

Paris Proposal Criticized.

Today's reports from Paris regarding the American representatives brought vigorous private criticisms from republican senators. This was expected to be renewed later on the Senate floor. They declared appointment of American delegates before the Senate acted on the treaty would be an affront to the Senate and another usurpation of power by the executive branch of the government.

Views of Democratic Leaders.

The administration Senate leaders, on the other hand, declared the President had no power to appoint American representatives on the commissions, though they expressed doubt that he would do so if the Senate made formal objection. Any attempt to put the Senate on record as opposing such a step would be certain to fail, they predicted, citing in support of their prediction the defeat of the Fall amendments to the peace treaty.

The administration senators said

SOLDIER FROM FRANCE, SUBJECT OF MEMORIAL, INSISTS HE IS ALIVE

MACON, Ga., October 18.—His name on a bronze tablet with two stars opposite it, indicating he had given his life for his country, was the cheerful sight that greeted Charles Sutter, former employee of a local newspaper, when he returned from France after a year of absence. The tablet was erected by the American expeditionary forces in France. Sutter was busy today hunting up old friends and telling them that "official casualty lists" to the contrary, he is very much alive.

They knew of no movement for an affirmative expression by the Senate authorizing acceptance of the offer of the American expeditionary forces in France. Sutter was busy today hunting up old friends and telling them that "official casualty lists" to the contrary, he is very much alive.

BURNED STEAMER'S CREW AND PASSENGERS LANDED

Venezia, Which Was Destroyed at Sea.

NEW YORK, October 18.—Erasing 255 passengers and crew of the French steamer Venezia, which burned at sea last Monday off the Newfoundland fishing banks, the steamer Chicago arrived here this morning.

The Chicago first heard the Venezia's wireless call for help when eighty miles away.

The 100 bags of mail on the Venezia were brought here on the Chicago. The Venezia's passenger list included thirty-seven cabin, mostly French, and 163 steerage, mostly Syrians.

Homebound bound. The Venezia was bound from Havana to St. Nazaire when she met with disaster.

The fire started in her forehold, where the cargo consisted of rum and sugar. She was ablaze all over when abandoned.

Berlin Metal Strike Settled.

BERLIN, Friday, October 17.—The strike of metal workers in this city has been settled, according to an announcement by Gustav Noske, minister of defense, speaking in the national assembly, declared that those responsible for the strike would be punished for "disturbing the vital functions of public life."

Would Not Deceive Irish.

Senator Walsh denied that he had any purpose of deceiving the Irish or any one else.

The Irish people have been "gold-bricked" for 100 years with all kinds of promises," said Senator Penrose of Pennsylvania.

This resolution of the senator from Montana looks like the latest attempt to bunco the Irish people. With the British empire having six votes in the league to one for the United States it does not appear likely that Ireland would gain through such a procedure as that proposed, especially when the United States might be represented by a statesman like the senator from Mississippi.

Senator Penrose looked pointedly at Senator Williams of Mississippi, who on Thursday delivered a speech attacking the Irish in the fight for freedom.

SENATORS DISCUSS IRISH QUESTION

Resolution Asks U. S. to Put Cause Before League of Nations.

Discussion of the Irish question broke out in the Senate this afternoon in a spirited debate when Senator Walsh of Montana, democrat, brought up his resolution which provides in effect that the government of the United States should bring the Irish question before the league of nations.

Senator Walsh pointed out that article 11 of the covenant of the league of nations sets forth the right of each member of the league to bring to the attention of the council or the assembly any circumstance which threatens or endangers the peace of the world.

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MAYNARD, VICTOR, REACHES MINEOLA Flying Parson Concludes Final Lap in Transcontinental Flight.

Big Crowd Watching

By the Associated Press.
MINEOLA, N. Y., October 18.—Lieut. Belvin W. Maynard, victor in the Army's air race across the continent and return, the greatest aviation endurance test of history, landed here at 1:30 p.m.

The grim specter of death winged its tragic flight with the Army's great transcontinental air derby. Ten lives had been thrived to the time Lieut. Maynard crossed the finish line. Seven had died actually in the contest and three in connection with it.

Sixty-two contestants started the big race—the most adventurous peaceful air competition the world has known. Forty-seven took the air from Mineola and fifteen from San Francisco, Wednesday, October 8, for the 5,300-mile round trip, high-speed aerial journey.

Before the first plane shot into the air, the first two aviators had met their deaths while on the way to participate in the contest. At Bustleton Field Col. Townsend F. Dodd crashed to his death on Sunday while making ready to fly to Mineola. The day before Maj. Patrick Frissel was killed near Jervis.

Lieut. Maynard today started his final lap of the transcontinental race. Lieut. Maynard arrived at Binghamton, N. Y., at 12:34 p.m. and left Binghamton at 12:34 p.m. for Mineola.

Daughters and Wife Waiting.
Two very small girls were up bright and early here today to watch with their mother for a little black speck scheduled to appear on the horizon early in the afternoon.

The little black speck, they knew, would loom quickly into the outlines of a rushing airplane, and that pretty "Daddy Maynard," famous now as the "flying parson," would soon be seen.

Lieut. Maynard today was at North Platte, Neb., with a damaged ship. Lieut. Maynard today was at North Platte, Neb., with a damaged ship. Lieut. Maynard today was at North Platte, Neb., with a damaged ship.

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PETROGRAD'S FALL SAS ASSAULTED ON PARIS EXCHANGE

Fortress of Kronstadt Is Reported to Have Raised White Flag.

PETROGRAD WORKINGMEN MAY JOIN THE ANTI-REDS

Esthonians Operating Along Gulf of Finland; Success of Letts in the Baltic Region.

By the Associated Press.
PARIS, October 18.—The following notice was posted at the stock exchange this afternoon: "Official: Petrograd has been taken."

By the Associated Press.
LONDON, October 15.—The British war office today received confirmation of the news of the capture of Gatchina, twenty-five miles south of Petrograd, by the northwestern Russian army of Gen. Yudenitch. The bolshheviks were driven from the town yesterday.

Esthonians operating along the Gulf of Finland, the official action state, are within a few miles of Kransnagorka, and are facing the fortress of Kronstadt. In the center of the advancing line, official information is that the anti-bolshhevik forces on Thursday pushed forward to a point three or four miles from Luga, eighty miles south of Petrograd.

Gen. Yudenitch has captured Kransnagorka and Gatchina, south of Petrograd, where he met workingmen from the city, who asked that the northwestern Russian army refrain from shelling Petrograd, and that this promise was given, to join the anti-bolshhevik, according to a Helsinki dispatch received here.

Kronstadt Holds White Flag.
The white flag was hoisted over the bolshhevik fortress of Kronstadt on Friday night, according to reports from dispatch quoting a Finnish general staff report.

Reports are conflicting.
Over the whole situation around Petrograd there is considerable obscurity. The reports are contradictory reports. There seems to be little doubt that the army commanded by Gen. Yudenitch is within a comparatively short distance of the city, but the rapidity of its advance during the first days of the offensive has been somewhat checked.

Gen. Denikin Advancing.
Gen. Denikin appears to be advancing his left flank along the Dnieper valley, taking Chernigov and moving northward toward Gmel, and is reported to be within a few miles of the city. Polish forces and present a compact front to the soviet armies. If this junction is made, the anti-bolshhevik line will be reached, and the city of Luga, eighty miles distant from Petrograd, reports have been received on which Luga is situated. Along this front severe fighting is believed to be in progress.

Finns Ignore Reds' Peace Offer.
HELSINKI, October 17.—The Finnish riksdag has decided to take no action with regard to the bolshhevik peace offers.

Success of Letts Reported.
COPENHAGEN, October 18.—Premier Uthman of Latvia telegraphed today from Riga announcing that the Letts Thursday afternoon recaptured Dunamunde, the port at the mouth of the Duna, northwest of Riga, from the Germano-Russian forces.

The capture was effected after fighting in which the Letts killed 1,000 Germans and captured 1,000 prisoners. Letts also regained Bolderas, south of Dunamunde, and reached Igelezen, on the other bank of the river. They took 1,000 prisoners.

Allied warships, the telegram reported, supported the Letts attack. Prisoners taken by the Letts were added, declare that German troops are continually arriving in the Baltic from Germany.

Robbers Bind and Gag Indian Bank Watchman

BARGERSVILLE, Ind., October 18.—Three masked robbers early today bound and gagged the night watchman of the Farmers' State Bank here and escaped in an automobile with approximately \$15,000 in liberty bonds, war savings stamps and gravel road bonds.

The bonds and stamps were taken from other banks in the vicinity. The robbers failing in their efforts to open the big vault. Only 30 cents in cash were found. The route will be by way of Dallas, Tex., which will be the only scheduled stop.

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